

# "C. Q. D."

## Wireless Stories by "Jack" Binns Begin in To-Day's Evening World

To-Day's Weather—FAIR; COLDER.

### FINAL RESULTS EDITION

PRICE ONE CENT.

# The

"Circulation Books Open to All."



# World

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NEW YORK, THURSDAY, JANUARY 28, 1909.

PRICE ONE CENT.

## SIX IN RIVER, DRAGGED BY TEAMS FROM FERRYBOAT

Two Teams Dash Into River,  
Breaking Legs of Girl and  
Man in Stampede.

HERO DIVES TO RESCUE.

Deckhand Swims to Drowning  
Victim in Slip at Lib-  
erty Street.

Two persons, one of them a girl, had limbs broken, six more took an involuntary bath in icy water and there was a scare that communicated to several hundred passengers to-day off the Jersey Central's Liberty street ferry during a waterfront thriller, which began when the ferryboat Red Bank rammed the head of her slip and which culminated when two frightened teams went overboard, taking with them a pair of heavily loaded trucks and several of the inevitable innocent bystanders. There were a number of first-rate rescues to add a final dash of excitement to the mixture of collision, panic and damage. It was the 145 o'clock trip of the Red Bank from Communipaw. She came heavily laden with commuters, trucks, horses and baggage. In the middle gangway at the front of the boat, coming in, was a big truck of the firm of Seamon Brothers, wholesale grocers of No. 121 Hudson street, Manhattan, on the one side of the diving station, and a wire-enclosed, decked van of the United States Express Company on the other, each hitched to two horses. On the seat of the grocery truck sat a driver and a helper. The express van was in charge of a driver, a guard and a delivery hand.

**Boat Crashed Into Quarters.**  
A swift wind and a swift tide took the Red Bank off her course. She should have pointed straight into the slip, sliding inward against the yielding sides of the down stream wing of the opening. But she had drifted too far, and with a crash that jarred every timber in her heavy, double nosed boat struck, not the side of the piling, but the end of it. As usual, when a ferryboat is preparing to land, the forward deck was crowded with passengers, impatient to be ashore. The shock flung dozens of men and women off their feet. One man shot head foremost over the guard rail, floundered on the edge of the deck a second and went overboard.

In an instant a worse thing was happening. The tremendous impact had frightened the closely packed horses in the middle gangway. Plunging, kicking and snorting they lunged forward. Above the cries of the frightened ferry travellers arose the din of hoofs battering against oak and the sound of splintering wagon gear.

**Horses Dashed Overboard.**  
Then, as if with accord, like chariot horses starting for a race, the horses hithered to Seamon Brothers' wagon and to the express van shot forward. They burst the chain that is supposed to guard the gangway as if it had been twine, smashed the iron railing ten feet ahead, and neck and neck, with a mighty splash, shot over the edge of the boat into the water that boiled just inside the mouth of the twin pilings.

Four men, all commuters, who had fallen into the centre drive, scrambled to their feet, just as the runaways bore down on them. They jumped in the only direction left for them to jump—straight ahead, into the water, striking a scant moment before the two vans came tumbling in behind them. The attendants of the express van, perched on the seat under the overhanging peak, had managed to get out from beneath the hood and flop upon the deck as the horses dropped overboard. The helper on the grocery truck saved himself by a quick jump, too, but the driver, Charley Vanderberg, still tugging at the reins and still clinging to his seat, took the icy plunge along with his outfit.

**One Driver Run Over.**  
Just behind the two front teams had been a couple of coal trucks belonging

## THREW HOT SOUP OVER WIFE; GETS LONG TERM IN PRISON

On Plea of Guilty Court Sentences George Braun to Eleven Months and \$500, Which He Must Serve Out at \$1 a Day.

A big hulking fellow with a heavy crop of black hair pleaded guilty to a charge of assault in the Court of Special Sessions this afternoon. The prosecuting attorney explained to the three Justices what the assault had been. "This defendant," said the prosecutor, "took exception to the soup his wife had prepared for his evening meal. He caught up the pot and hurled its contents over the woman, scalding her severely. She was and still is under medical treatment."

## CHARGES AGAINST WALLIS WENT TO GOVERNOR FIRST

Hughes Had Chance to Learn of Objections to His Appointee, but Passed It Up as Routine Matter to the Insurance Department.

ALBANY, Jan. 28.—By their loud and persistent attacks upon the Senators who opposed the nomination of Frederick A. Wallis as Superintendent of Insurance over-zealous friends of Gov. Hughes and Mr. Wallis have brought about an embarrassing situation for the Executive. They have forced the Senators who, compelled by their opposition, the withdrawal of Wallis's name to make public the documents on file in the Insurance Department upon which the opposition was based. Had the friends of Mr. Wallis and Gov. Hughes who have taken upon themselves the running of the affair kept quiet when Mr. Wallis declined the office the opposition would have kept

## DR. BULL'S GAIN DUE TO USE OF NEW CANCER TREATMENT

Result May Give to the World an Effective Method for Fighting Malignancy, His Physicians Hope—Patient and Wife Go South To-Morrow.

From so high an authority as Prof. James Ewing, who has charge of the laboratories of the Cornell Medical School, First avenue and Twenty-eighth street, it was positively stated to-day that the improvement in the condition of Dr. William Tillinghast Bull for the past two months is due to a treatment that is being watched with intense interest by the medical profession. This fact was exclusively stated in The Evening World yesterday and the bulletin issued by the physicians in attendance does not deny that the cancerous growth has responded to treatment, but that the response cannot be accepted at this time as a cure. Whether this treatment is to accomplish what science has been struggling to attain for centuries—a cure for cancer—will be determined in the case of Dr. Bull.

**Treatment Kept Secret.**  
Every possible effort was made to keep secret the fact that a new method of fighting cancer was being employed in the case of the famous surgeon. No public mention was made until to-day of the fact that Dr. Bull's treatment was being conducted from the laboratories of the Cornell Medical School under the direction of Prof. Ewing and Dr. S. P. Beebe.

An Evening World reporter saw Prof. Ewing in his office at the Cornell Medical School to-day and obtained the following statement from him: "It is quite impossible for us to divulge the work of this laboratory. It probably will become public after adequate medical research has been made, and through the proper physicians. I will have to decline to tell you just what the treatment is that we have employed in the case of Dr. Bull. At the proper time the announcement will be made to the public if Dr. Bull's improvement warrants it."

"Has this treatment been employed before?" Prof. Ewing was asked. "It has been sufficiently tried to prove that it is harmless," replied Dr. Ewing. "And have results shown improvement in the condition of patients subjected to the treatment?" "It is our theory," responded Prof. Ewing, "that it does, and it is our belief that it has been responsible

## ENRICO CARUSO'S MARIUCCI, SHE SAIL; TOOT! TOOT!

Giacchetti Taka de Big Steamboat After Her Surprising Visit to Tenor.

TAKA SOME "MON," TOO.

"But Not All Obligations Are Fulfilled," She Cries as Ship Starts.

Enrico Caruso's Mariucci, she takes a steamboat, she sails away. Caruso may sing in Philadelphia tonight with care free abandon, for Gilda Giacchetti, the mother of his children who dropped in to see him yesterday while he was taking a bath in his apartment in the Knickerbocker Hotel, sailed for Havre this morning on La Lorraine. The signora was in no amiable mood when she left these shores, but evidently she had made some sort of a compromise with Caruso satisfactory for the time being.

Not since she eloped with her chauffeur, a year ago, had Caruso seen his erstwhile affinity, the charming Giacchetti. She gave him the surprise of his life when she popped into New York yesterday morning and hunted him up. She wanted money and conversation.

**Got the Money.**  
And she got both—but not from Caruso direct. After he had procured her departure from the hotel yesterday he summoned three of his best friends and charged them to represent him in negotiations with the Giacchetti. She was at the Navarre, four blocks down Broadway and one block to the west, across the street from Mills Hotel, No. 3.

Many many times yesterday and last night Caruso's representatives, Massimo, the bassist, Lecompte, the tenor, and Luigi Rovelli, the editor, make the trip back and forth between the Knickerbocker and the Navarre, on foot, by street car and in taxicabs. Their labors were rewarded.

Shortly after daylight to-day Signora Giacchetti held a long conversation over the telephone from her room in the hotel. Then she announced that she would depart on La Lorraine. As 8 o'clock approached the Signora appeared in the office with two pages, who carried her baggage, consisting of four small handbags. An elderly gentleman of foreign appearance was awaiting her. The bill for her room and meals had already been settled. With the elderly gentleman Signora Giacchetti boarded a taxicab, which took them to the French line pier. There the signora procured a ticket to Paris, which had been engaged for her early in the morning by a messenger from the Metropolitan Opera House.

**And She Breathed Tragically.**  
She was assigned to stateroom No. 143, but remained on deck, peering up and down and breathing tragically. Thus she was discovered by an Evening World reporter.

At first the Signora denied her identity. Then she admitted it. She is quite stout, pleasing of feature and extremely Italian.

"Signor Caruso," she cried. "Ah-h-h, he made no settlement with me. He has some obligations fulfilled, but not all. He sends messengers to me. Pout! There are two of them now."

Dramatically the signora pointed to the pier. There, hovering between expectation and trepidation, were Massimo the bassist and Rovelli the editor.

"They ask to see me," said the Signora. "I will not see them. I saw them yesterday."

"I came here to see Caruso. I want to tell Caruso I must have a hand in raising my children. But he will not see me. He has me put out of his hotel. He sends his friends to see me. I saw him but a moment, so why should I remain in New York? But he has obligations. He must see me again."

Thereupon the Signora resumed her pacing of the deck and her tragic breathing. She was pacing and breathing still when La Lorraine was far down the North River and figures on her deck could be only faintly distinguished by those on the pier.

**Caused Much Excitement.**  
During her short stay in New York Signora Giacchetti created a furore in grand opera artistic circles. As soon as she registered at the Knickerbocker Ho-

## Singer and Signora Who Gave Him Unpleasant Surprise at Hotel



## CITY TO BUY EAST RIVER TERMINALS FOR NEW FERRIES

Then It Will Try to Induce  
Some One to Run  
Boats.

As a relief for the conditions due to the shutting down of the East River ferries, the Sinking Fund Commission to-day decided to acquire new ferry terminals and then "trust to God," as "Little Tim" Sullivan put it, to get some one to operate the new ferries.

But Comptroller Metz declared he saw a way out of that difficulty. He would, with the sanction of the Commissioners, enter into negotiations with the Long Island Railroad officials with a view to the operation of boats over the new lines to be established by the city. If the railroad company declines to place boats on the line and operate them, another likely source will be appealed to.

While the matter of who would or might operate was under discussion "Little Tim" Sullivan, who is a member of the Sinking Fund, put in a protest.

"It's been my experience," he said, "that the city is prompt to acquire but not prompt to utilize. You will go ahead and buy ferry sites, no doubt, but you won't get anybody to operate boats over them. The sites will be there and the people will get no relief. It's an expensive luxury you are fostering. The plan isn't feasible and it means the forerunner for spending millions."

The Commissioners, however, voted to purchase the sites, acquire title at once and delegated the Comptroller to devise a means of operation by outside parties.

It was on the report of the select committee—President McGowan, Comptroller Metz and City Chamberlain Martin advocating the purchase of new sites for a sum not exceeding \$250,000—that the Sinking Fund Commissioners acted. They report recommended that terminal facilities be acquired on the Brooklyn side at North First, River street and Metropolitan avenue, the property now being available. It also suggested that the Dock Commissioner be ordered to immediately proceed in the construction of the ferry slips. It was stated that terminals on the Manhattan side already belonged to the city and were accessible of immediate use.

**STEPHENSON AGAIN FAILS.**  
MADISON, N.J., Jan. 28.—United States Senator Stephenson again to-day lacked a vote of reelection. When the second ballot in joint assembly was taken he received 66 votes. Present 132, necessary to a choice 67.

**Fine New Turkish Baths.**  
Now open at the New Putnam Building, Only first-class downtown establishment. Modern in every detail. Electric and Turkish baths. "Turks" also barber shop, gym, day and night.



## JUDGE SAUFLEY A SAVANNAH WINNER

SAVANNAH, Ga., Jan. 28.—Beautiful weather was in order to-day for the closing day of the Savannah Jockey Club, and a large crowd turned out to witness a good day's sport. Yesterday's raid upon the bookmakers is not taken seriously here by the citizens, and the best proof of the matter is that it has been definitely decided to have another meeting immediately following the close-down at Tampa, Feb. 27.

Since yesterday's happening quite a few prominent business men declared they were willing to subscribe for stock if it was offered for sale. Quite a few horses and horsemen left for Tampa to-day. Judge Bryan refused Jockey Alex permission to ride Anna Smith in the fourth race. The feature event of the afternoon brought out a good field in Galileo, Spring Frog, Anna Smith, Co-incident and St. Abe and a rattling good contest resulted.

**FIRST RACE.**—For three-year-olds and upward, selling; six furlongs.—Risky, 12 (Young), 7 to 5, 1 to 3 and 1 to 3. First, Hugh Farrell, 9 (Davis), 7 to 1, 5 to 2 and even, second, Tomochichi, 5 (Griffin), 3 to 2, even and 1 to 2, third, Time—1:18 4/5. Roger de Coverly also ran. Solace and Miss Dustin fell.

**SECOND RACE.**—For three-year-olds and upward, selling; six furlongs.—Bessie Link, 101 (Brannon), 7 to 5, 1 to 2 and out, first, Autumn Flower, 39 (Griffin), 2 to 1, 1 to 1 and 1 to 1, second, Whisker, 108 (Young), 1 to 2 and out, third, Time—1:17 4/5. Only three starters.

**FOURTH RACE.**—For three-year-olds and upward, selling; one mile.—Anna Smith, 109 (Griffin), 3 to 1 and out, first, Spring Frog, 54 (Brannon), 4 to 5 and out, second, Galileo, 101 (Young), 5 to 5 and out, third, Time—2:14 3/5. Only three starters.

## BLAMES FLORIDA IN \$2,000,000 SUIT FOR LOSS OF REPUBLIC

Libel Complaint Charges That Italian Liner Was Running "at High Speed," "Off Her Course" in Dense Fog at Time of Crash.

DID NOT GIVE OR HEED  
PROPER SIGNALS, IT SAYS.

Also Gave Wrong Turn Just Before Crash, It Is Alleged, Thus "Thwarting All Efforts of the Republic to Avoid Her"—Italian Line Will Fight Suit.

According to the libel filed by the White Star line in the United States District Court to-day as the first step in a suit for \$2,000,000 damages against the Lloyds Italiano, the owners of the Florida, the officers of the Italian boat were wholly and utterly to blame for the collision.

It is stated in behalf of Capt. Sealy and his officers that they took every possible precaution to prevent a crash, whereas the captain and officers of the Florida were woefully negligent. The value of the Republic is placed at \$1,500,000 and the cargo and effects of the passengers and crew at \$500,000.

The Florida was seized by United States Marshal Hinkel this afternoon.

## VANISHES IN THE NIGHT FROM A LINER AT SEA

Young Importer, James T. Schauer, Was on Trip South to Recover Health.

The story of the disappearance of James T. Schauer, of No. 30 West Ninety-seventh street, an importer, from the Old Dominion liner Princess Anne, between New York and Norfolk, was told to the young man's family to-day by his secretary and companion, W. H. Dawes, who started on a trip through the South with Mr. Schauer.

Young Mr. Schauer was until 1906 a member of the firm of Asiel & Co., bond brokers at No. 52 Broadway. On the last day of May, 1906, he attempted to kill himself in his home by shooting himself in the right eye. He had been in ill health for some time, but his family attributed his act to temporary insanity, due to the heat, which was abnormal on that day.

Within a few weeks Mr. Schauer started an importing house at No. 78 Broadway. The work of organizing the new house brought on a nervous breakdown, and with his secretary, Mr. Dawes, Mr. Schauer went to the South to recuperate.

Mr. Schauer was in very good spirits when he went to his stateroom on the Princess Anne Tuesday night. Mr. Dawes said. The secretary had the stateroom next to him and they talked for some time with the door shut between them. Mr. Dawes went to bed and went to sleep while Mr. Schauer was still moving about the room, but awoke suddenly in the middle of the night with the feeling that something was wrong.

He opened the door leading to Mr. Schauer's room and found that his employer's bed had not been occupied. He then ran out on deck and called the night watchman and the officers of the ship. A careful search was made, but there was no trace found of Mr. Schauer.

The libel, or complaint as it would be called in an onshore action for damages, is an unusually interesting document, in that it is the first official report of the disaster to the Republic that has been issued.

The papers set forth that the Republic had sailed from New York manned by competent men, and proceeded:

**Was Going Slow in Fog.**

"During the night of Jan. 22 and the early morning of Jan. 23 the ship was on a course south 84 degrees east true, which she was steering just previous to the collision. During the night the weather was clear, with patches of haze, and the weather as continued until about the time of the collision. On account of the patches of haze the engines were kept at reduced speed and under a standby order and fog signals were blown.

"After 4 o'clock A. M. Jan. 23, while proceeding in this manner, the master, second and third officers, quartermaster and a seaman were on the bridge, with two lookouts in the crow's nest, all of whom were vigilantly attending to their duties.

"About 5:45 A. M. a signal of one whistle was heard and reported on the Republic's port bow. Immediately the orders 'Stop' and 'Full speed astern' were given to the engine room, and the helm was ported. These orders were at once obeyed and at the same time a signal of three whistles given. Shortly afterwards there were made out broad off the Republic's port side the beam of a number of bright lights, apparently from a large vessel (which proved to be the Florida), both of whose side lights soon came into view.

"The stem of the Florida struck the Republic's port side nearly a square blow and made a narrow, vertical cut, extending well below the water-line, straining and starting the bulkheads. Under her momentum the Florida's bow, where it struck the side plating and frames, was crumpled back some thirty feet. The top of the Florida's bow passed above the Republic's side plating,